

four basic land use plans that will provide the local community a long-range planning tool for use as it develops its reuse strategy.

Three additional site considerations and potential impacts will be mitigated through processes required as discussed below. First, the entire Volunteer property is listed as a State of Tennessee Superfund Site. The Army is currently investigating and cleaning the contaminated areas as part of their legal responsibility under the Installation Restoration (IR) program and under RCRA as described in Chapter III.B.7 in the Draft. This process requires close coordination with regulatory agencies and with the public. A Restoration Advisory Board has been established and is holding regular meetings that are open to the public. GSA's proposed disposal would have no effect on the status of the site investigation and cleanup efforts being conducted under the IR and RCRA programs. Some of this property may be transferred under early transfer authority and would require approval of the Governor. This process is explained in detail in the Draft EIS pages 1-11 to 1-12.

Secondly, two of the proposed scenarios include a 490-acre site for a sanitary landfill. Should the local community elect to proceed with this option, an extensive permitting process and public notification process would be mandatory. This would require extensive engineering and design studies, a closure plan, and permitting under Tennessee Rule 1200-1-7 Solid Waste Processing and Disposal Facilities. This required process would solicit additional community participation and the permitting requirements would serve to mitigate potential adverse impacts to the natural and human environment.

Third, three of the scenarios developed propose a new I-75 traffic interchange at VAAP. An Interchange Justification Report for this interchange would be required pursuant to Federal Highway Administration (FHA) regulations. This report would be prepared by Tennessee Department of Transportation (TDOT) and submitted to FHA for approval. An environmental assessment would be required along with site-specific studies and public involvement, which would serve to mitigate impacts from the development of a new interchange at VAAP.

The NEPA process itself and the joint development of a series of land use scenarios became the major mitigation measure that will serve to minimize the impacts to the natural and human environment. GSA consulted with other State and Federal Agencies to identify impacts and develop mitigation measures. Neither the disposal alternative nor the no-action alternative was considered to be environmentally preferred over the other. Potential impacts to the natural and human environment were found to be not significant after mitigation. This is documented in both the Draft and the Final EIS by reference, and a summary of mitigation by the Agency is attached as part of this ROD.